British Packet

AND

ARGENTINE NEWS.

N°. 740.] BUENOS AYRES, SATURDAY, OCTOBER 24, 1840. [Vol. XV.

BUENOS AYRES.

It is said that Lavalle took possession of the city of Santa Fé, after a sharp conflict with the garrison, and that General Garzon and other Oriental officers, who were in the city at the time were made prisoners. It is added, that amongst the killed on the part of the captors was Commandant Luna.

A report got current on Tuesday of an insurrection amongst the Correntino troops of Lavalle's army, and that they had assassinated Lavalle and Videla. No confirmation of this news has arrived, but it was so firmly believed that flags were displayed, rockets discharged, and music traversed the streets on Tuesday and Wednesday in every part of town, which on those evenings were illuminated.

The following are the occurrences since our last respecting the negotiation between this Government and Admiral Mackau, &c.

17th inst. The French brig of war Boulonnaise, with the flag of this Republic at her fore, continued at anchor off the Recoleta. Admiral Mackau left the Alcmene at 11 a. m. in his barge, with his flag at the bow, and went on board the Boulonnaise, upon which his flag was run up to the main of the brig. At mid-day Don Felipe Arana and Don Eduardo Lahitte, accompanied by Col. Ramon Rodriguez, (government Aid-de-Camp,) Col. Francisco Crespo, (Captain of the Port,) Col. Antonio Toll and Don Ildefonso Isla, embarked in the government felucca (which had National flag aft and that of France at her bow) and proceeded to the Boulonnaise, where another conference took place with Admiral Mackau, which lasted nearly 3 hours. "The Commission" then returned to shore. Sres. Arana and Lahitte, and Col. Rodriguez, left the beach in the government carriage. The embarkation was effected from the beach near the Recoleta, the felucca having proceeded thither in consequence of a strong north wind.—The debarkation took place at the mole.

18th. Nothing new.

19th. "The Commission," accompanied as before, again went on board the Boulonnaise and conferred with Admiral Mackau for more than two hours. The weather being boisterous they returned to shore in a French 12 oared barge, which had French flag aft and that of this Republic at her bow. Two French officers were in the barge. A considerable crowd had collected on the beach to witness the landing. Don Felipe Arana, &c., proceeded to his residence in the government carriage.

20th. A gale of wind all day, which prevented Major Antonio Bonifacio from going off to the French Admiral with a government despatch.

21st. The despatch above-mentioned was taken on board the Alcmene by Major A. Bonifacio in the government felucca, and an answer returned.

Mr. William Turner (one of the port pilots), went on board the Boulonnaise, and piloted her into the inner roads from her anchorage off the Recoleta.

22nd. Major Antonio Bonifacio went in the elucca (her flags as before) to the Alcmene with despatches to Admiral Mackau, and returned with an answer. The same boat proceeded at mid-day with a supply of fresh beef for the brig Boulonnaise in the inner roads.

23rd. Admiral Mackau went on board the Boulonnaise about mid-day, where he was soon afterwards joined by "the Commission," accompanied as before, except that the Adjutant of the Port steered the boat in the absence of Col. Toll. The party returned to shore shortly after 4 p. m. after a conference of 3 hours. The boat was steered on this occasion by Major Antonio Bonifacio, the Adjutant of the Port having returned on shore to attend to the embarkation of French passengers on board the Josephine. The Boulonnaise, whilst the Admiral was on board, had his flag at her main—the government felucca took off to her fresh provisions twice to day, having (as well as the boat which conveyed "the Commission") National flag aft—French at bow. The government carriage was in waiting as heretofore.

The beach was crowded all day with visiters &c. &c.

Nothing has transpired respecting the state of the negotiation.

The brig Boulonnaise remains in the inner roads, and has hoisted the flag of this Republic at her fore every morning at 8 o'clock—hauling it down at sun-set, at the same time as her National flag.

The French schooner of war Josephine, with the flag of this Republic at her fore, came to the inner roads on the mornings of the 17th, 18th and 19th inst., and after taking on board French passengers proceeded with them on each afternoon to the outer roads. The boisterous weather prevented her coming on the 20th. On the 21st she came as before, and was assisted in her operations by a French whale boat (having French flag aft and that of this Republic at bow) with a crew of French men-o' war's men. The boat made several trips to shore and took off passengers and their luggage. On the 22nd the Josephine came in as usual, and a number of passengers were ready on the beach but could not embark in consequence of rough weather. She therefore got under way in the afternoon and anchored further to the northward in the inner roads.—She again anchored off the mole on the 23rd, and after taking on board a number of passengers proceeded to the outer roads.

H. E. the Governor Brigadier General Juan Manuel de Rosas, arrived in town on Monday last from the encampment at Sanots Lugares de Rosas, and left town on his return thither on Wednesday morning.

Operations of the French blockading vessels.

17th inst. Two armed whale boats came in from the N.

18th. A French man-of-war Steamer arrived from Toulon, Gibraltar and Montevideo.—She left Gibraltar on the 25th August, and steamed from Montevideo. When near the outer roads she saluted Admiral Mackau's flag with 15 guns, which the flag ship (Alcmene) returned with 11.

Two of the blockaders whale boats arrived from the N., and their beef boat from Colonia. The latter sailed again.

19th. Nothing new.

20th. The French brig of war Cuirassier, 18 guns, arrived from Montevideo, and two French schooners of war from the eastw rd.

21st. Two of the blockaders armed whale boats came in from the N. Their steamer which arrived on the 18th, sailed this afternoon for Montevideo with French passengers. Another French man-of-war steamer arrived this evening, from Toulon, using her steam from Montevideo. She did not anchor in the outer roads until after dark. The French squadron displayed lights at night. The blockaders boats were a good deal employed to day in visiting the various vessels of their squadron. The Alcmene fired 2 signal guns this afternoon.

22nd. At 8 a. m. the steamer which arrived yesterday saluted Admiral Mackau with 15 guns, which was returned from the Alcmene with 11. One of the schooners which arrived on the 20th, sailed this day to the N. A French armed zumaca arrived during the last night. Two French launches were cruising last night to the S. and returned to day. A French schooner of war and 1 of their armed whale boats came in this afternoon from the eastward.

23rd. The French zumaca of war sailed to the N. last night, and a small French schooner of war arrived from the eastward and sailed this day to the N., with another French schooner of war and three of their whale boats.

This day (24th inst.) completes the 942nd day of the blockade.

The French can certainly boast that the steamers above mentioned are the first war steamers which have visited the River Plate. La Plata's waters, have however, been traversed by British, American and Brazilian steam-boats. The Druid was the first—she arrived here on the 16th June 1825, from Wales, having sailed across the Atlantic. She steamed hence under the British flag to the Uruguay, &c., but her steaming operations in this quarter were put an end to by the Brazilian war.

Commodore Sulivan, Captains Preston, Smy h and Freemantle, and other officers of Her Majesty's navy, visited the encampment at Santos Lugares de Rosas on the 18th inst., and on their return to town were accompanied a part of the way by H. E. the Governor Brigadier General Juan Manuel de Rosas, and several of his officers.

The latest information which has reached us from the most trustworthy quarters in Paris is of a nature to strengthen our hopes of an amicable arrangement of the affairs of the East. The orders which have been transmitted to the French fleet are understood to be by no means of an aggressive character. The army, though considerably increased, will not be put on the full war establishment; and the government seem thoroughly disposed to show as much discretion as energy.

It is pretty obvious that the strong feeling which suddenly pervaded the French community, impelling with equal vehemence the populace, the pacific middle classes, and the highest ranks, forced upon the King and the Government the adoption of a bold attitude towards England. So far compliance with the hasty impulse of the people was perhaps essential to the security of the throne, but it is no less essential to France and to every other country that weapons of such weight and edge should be handled with very great caution.

Times of 5th August.

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In a recent number of the 'Morning Courier and New York Enquirer,' is a letter from their Paris Correspondent, dated Paris in June last, which amongst other things speaks of the probability of the Turco-Egyptian question being settled, and that then England will break up the school she has formed in the Levant for the instruction of the French navy in the art of war, such being the light in which the junction of the two fleets and their joint manœuvres is viewed by all competent judges.

"It does not appear," says the letter, "to have been necessary, however, that this junction should lead to a species of amalgamation of the two fleets, or that momentary friendship should have induced our old friends of the old country to aid their very capable contemporaries or rivals in the disciplining, exercising and improvement of their ships, and in laying down a system of Naval tactics, such as France never before possessed. The two squadrons interchanged civilities, and they were manœuvred together until at length the French have become impressed with the conviction that they were superior to their masters in the art—a feeling near akin to a desire to prove how far it is justified. How far this self-complacency is warranted by the fact is not easy to ascertain; but I know that every British naval officer, who arrives from the Levant, is indignant at that which he deems the impolitic course pursued by his government in suffering the French fleet under Admiral Lalande to manœuvre under (as it were) the orders of Admiral Stopford, and to perfect itself in points in which the French navy has heretofore been inferior to that of England. Those officers are loud in their admiration of the build, the trim and the equipment of the French ships, and they complain of the comparative weakness in which those of England are left by the miserly, beggarly system enforced on her government by Mr. Hume and his fellow skin-flints. One fact they particularly dwell on, namely: that the crews of the British fleet (men-of-war) are deplorably insufficient—averaging per ship, 220 men less than those of France; and they ask what might not be the consequence were war suddenly to break out between the two countries under such circumstances?

"No such war is however likely to occur for some time—but events may arise to defeat and derange the most sagacious speculations and the most amicable intentions. The two governments are in accord we are told; but it is a hollow friendship that subsists between them. Were it otherwise why should France, (as she does and as she has a right to do,) be in this piping time of Peace, making Herculean efforts to create a Navy capable of competing with that of England? How does it happen that the officers of the French navy not only anticipate an early war, but a complete victory over their old rivals, the English? France is incessantly building ships, and the officers are improving themselves and their crews, and they are becoming so expert—and naturally so conceited—that you may look out for occurrences which not all the "peace at any price" principles which now prevail, may prevent leading to hostilities. "How should we find ourselves," exclaims every English Naval officer you converse with, "were war suddenly to come upon us? Our ships are not manned, and the great majority of our seamen are in the United States, irrecoverably lost for us."

"The chances of such a war are few, but they must not be overlooked. A principal one is that the growing pride of the French seamen, and the increase of his inveterate hatred for his contemporary of England are such as can hardly fail to lead to a collision—on a small scale at first—but such is the beginning of every quarrel. I aver—and I defy contradiction, that from the moment when the Prince de Joinville seized upon and carried a pilot under the British flag in the Gulf of Mexico, the previously existing hostile, or National feeling of French seamen towards the British has been rapidly increasing until in fact it has become in some instances uncontrollable. Take one example.

"Among the number of British officers who were passengers from India, from Egypt or from Malta, in the *Rhamses*, French steam-packet which brought the Levant mail to Marseilles about the 14th inst., were Admiral Sir Edward King and Captains Sir Richard O'Connor, R. N. To these in particular—were the officers and the crew of the steamer (and who belong to the French navy as you know) most provokingly insulting. So far was it carried that even the surgeon of the vessel mixed himself up in the affair and stimulated officers and men to vex and harass in every way—even the most petty—the English officers, and the feeling is general. The matter will be seriously discussed between the two governments, who will very naturally say, "these are breaches of good manners which ought not to induce us to go to war and the parties guilty of inhospitality must be reprimanded"—but with such a spirit as is abroad in the French navy, it must be confessed that the fears which some persons entertain for the continuance of peace are not altogether chimerical.

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"Of the many difficulties connected with the foreign policy of France, the affair with the Argentine Republic was held here to be the one that would give M. Thiers most trouble to surmount. He has begun by a demonstration of resolution to crush the Buenos Ayreans by demanding and obtaining of the Chambers a large grant (300,000 dollars) for continuing and extending the operations against them, but he is supposed to have been previously aware of the probability that the affair would be arranged by negotiation through the instrumentality of Great Britain. Still his merit is not the less—for that display of vigour will have rendered safe his acceptance of mediation and his acquiescence in terms. The quarrel was a very paltry quarrel as it stood. It is here believed to have been provoked or begun by the French unnecessarily, and with remote views, hostile to England. If so, and that those Islanders considered it in that light, a war would inevitably have resulted from it. What better could be done, therefore, than to accept, in the affair, the mediation of the very power disposed, if not prepared to interfere in it in a different manner?

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"You are aware that M. Thiers entered upon office over the ruins of the Kings absolutism.—It was not until His Majesty was compelled to admit that no other man than M. Thiers, could save the country from new convulsions and conduct her foreign policy on a system worthy of this great people, that he consented to relinquish that dictature to which he clung with so much pertinacity. M. Thiers stipulated that he—Thiers—should be that which he would be deemed—the President of the Council of Ministers. He demanded as a sine qua non that the Cabinet Councils be held without the presence of the King as completely and as independently as are those of Great Britain. To this, even did the King consent—secretly resolving, it is believed—to eject him on the first favorable opportunity—an occasion by the way not likely soon to present itself. Thiers also exacted that His Majesty in no instance correspond with any foreign Prince or power or even with any Ambassador, Minister or Consul abroad, (his previous custom of an afternoon, to the utter defeat of every step taken by his Cabinet.) On these terms he Thiers, consented to take office.

"What has he since done. It would require a volume to narrate it, and will require new reference to foreign affairs. He has convinced England that he means amity towards her, while he assumes a language and an attitude of independence, hardly reconciliable with *bona fide* sentiments of friendship. He has become the mediator between her and Naples. He has carried a bill authorising nominally and in effect the establishment of steam communication between France and the United States, the West Indies and South America; but which at the same time contemplates the construction of 12 steam frigates, each of four hundred and fifty horse power, and each of force equal to a first rate man-of-war, and each to be susceptible of instantaneous application to that object. Can this proceeding be misunderstood; is England to make a quarrel of it, however? By what right is it, that she could forbid the banns of steam alliance between France and the new world;—although convinced that it menace her own supremacy? She may, to be sure, and she will construct a counteracting or competing power; but is it nothing to be compelled to take such precaution? Thiers is procuring as *he has done, the sanction of the Chambers,* to the establishment of a line of steamers between Havre and New York, and between Bourdeaux and Marseilles (in common) and the West Indies, Cuba and the Gulf of Mexico—and which sanction, I repeat, he has obtained, and the works are about to commence. M. Thiers secures consent to laying down the keels of twelve war steamers of the largest class."

EDICT.

Yu Kwangchewfoo and Lung, an expectant Chefoo, empowered to manage the undertaking, hereby issue this edict to the Hong merchants, and all other merchants, that they may thoroughly know and understand.

We have just received an edict from the high authorities, stating that the English, after being driven out to the high seas, did, in succession one after another, lift their anchors, spread their sails, and proceed to the foreign ocean, as the pilots have duly examined and reported, but at the same time those which loiter about and anchor off Lintin and other places on the high seas are also not a few; and, moreover, there are a great many traitorous natives and depraved boat people, greedy after profit and regardless of life, who covet the fat mutton and put away the bad smell. These have gradually collected and formed a circle (around the foreign ships); therefore it was, that on the 27th day of the previous moon the admiral, mandarins, and soldiers, took with them strong and valiant swimmers, and made an attack by fire, when they either in succession burned the said traitorous boats, or brought the people whom they contained uphere (to Canton) for trial and punishment, as is on record.

And as just now is the time when we are concocting plans for driving out the English ships, we really fear that of the ships of other countries there may be some coming in or going out which may be there anchored for the moment, and quite close to the English shipping; it behoves us immediately to cause the Hong merchants to communicate our commands to the American consul, and all other consuls, that they may send word to their ships which have already signed the duly prepared bond not to smuggle opium, or clandestinely convey goods or merchandise for the English; that they may be very careful to choose out a proper and safe anchorage for their ships, not upon any account to go near the English vessels, which may lead to the gem being consumed with the common stone.

If, after the issuing of this edict, such foreigners do not speedily know how to shun (bad company), but still foolishly remain in a position of danger—if they will cast anchor near the English shipping, then this will show that they have a desire to scheme after the profit arising from conveying and selling goods for the English, and supposing that through the unforseen accidents attending wind and water these should also be burnt, will it not be they who have brought the evil upon themselves? What will be the use of their after repentance?

We (the Kwangchewfoo and colleague) therefore unite the circumstances, and issue this edict, and when it reaches the said Hong merchants, let them instantly, and in conformity therewith, communicate the same with the utmost tenderness and distinctness to the American and other Consuls, that they may perfectly know and understand: let not their shipping anchor in the vicinity of the English, lest that they involve themselves in their doom.

Hasten! hasten! Do not oppose. A special edict.

Toaukwang, 20th year, 24th moon, 20th day.
(Canton, March 23rd, 1840.)

Injurious Effects of Black Paint.

The following is abridged from a paper on this subject by Mr. L. Thompson, published in the *Trans. of the Society of Arts.* There is nothing, he observes, which will prove this, (the injurious effects of black paint) more than by observing the black streaks of a ship after having been in a tropical climate for any length of time. It will be found that the wood round the fastenings is in a state of decay, while the white work is as sound as ever: the planks that are painted black will be found split in all directions, while the frequent necessity of caulking a ship in that situation likewise adds to the common destruction; and I am fully persuaded, that a piece of wood painted white will be preserved from perishing as long again, if exposed

to the weather, as a similar piece painted black, especially in a tropical climate. I have heard many men of considerable experience say, that black is good for nothing on wood, as it possesses no *body* to exclude the weather. This is indeed partly the case; but a far greater evil than this attends the use of black paint, which ought entirely to exclude its use on any work out of doors, viz: its property of absorbing heat. * * Wood having a black surface will imbibe considerably more heat in the same temperature of climate, than if that surface was white; from which circumstance we may easily conclude, that the pores of wood of any nature will have a tendency to expand, and rend in all directions, when exposed under such circumstances. The water of course being admitted, causes a gradual and progressive decay, which must be imperceptibly increasing from every change of weather. Two circumstances, which have fallen under my own immediate notice, deserve mention. The first was the state of H. M's sloop *Ringdove*, condemned by survey at Halifax, N. S., in the year 1828. This brig had been on the West India station for many years. On her being found defective, and a survey called, the report was to the effect that the wood round all the fastenings was totally decayed in the wake of the black, while that in the wake of the white was as sound as ever.—The next instance relates to H. M's ship *Excellent*, 98 guns, (formerly the *Boyne*). The ship is moored east and west, by bow and stern moorings; consequently, the starboard side is always exposed to the effects of the sun, both in summer and winter. In this situation her sides were painted in the usual manner of a ship of war; viz: black and white, of which by far the greater part is black; this latter portion on the starboard side I found it impossible to keep tight; for, as often as one leak was apparently stopped, another broke out, and thus baffled the skill of all interested. In the meantime, the side not exposed to the rays of the sun remained perfectly sound. I then suggested to Mr. Kennaway (the master caulker of her Majesty's dockyard at Portsmouth), who had previously given the subject consideration, the advantage likely to be derived from altering the colour of the ship's side from black to white. Captain Hastings having approved of the alteration, the ship was painted a light drab colour where it was black before, upon which the leaks ceased, and she has now continued perfectly tight for more than twelve months; and, indeed, I can confidently state, that the ship will last as long again in her present situation, as she had begun to shrink and split to an astonishing extent when the outside surface was black, which has entirely ceased since the colour has been altered.

Preserving the Dead.

We observe from the parliamentary reports that a petition was presented in the House of Lords on Tuesday last, from a Mr. Roberts, claiming a compensation from government for the invention of a process for preserving dead bodies, &c., which he had communicated under the belief that he would be rewarded for making his discovery generally known, in preference to securing it by a patent. Of the nature of Mr. Roberts's process we can, of course, have no knowledge; but the subject is one of much public interest, and we had, within a few days previously, been directing our inquiries into the particulars of the *art*, as practised by M. Gannal in France, and introduced into this country by Mr. George Smith. At Mr. Smith's house we had examined several specimens of natural history prepared by this means; and also an infant, which was, however, coated over with wax, so as to prevent our ascertaining the exact state of preservation. A female hand, after a year or two, was perfectly intact, uninjured in form, and something of a leathery consistency. The bowels of animals, the human brain, and various birds and beasts, are all in the most beautiful condition, without disagreeable odour, or any unpleasantness to offend the senses.

There cannot be a question, we think, of the many useful and important purposes to which such a process may be applied; though with our customs for ages and national feelings it may be doubtful whether any very considerable number of persons would adopt the plan for, as it were, embalming for a great length of time the forms of those they loved in life.—"Dust thou art, and unto dust thou shalt return," is the Divine sentence; and except in such cases as are pointed out in Mr. Smith's paper, it will be held by many that there is no good in retarding the event even for thousands of years, as with the Egyptian mummies. These are objects of curiosity; but where are the hearts to be solaced by their lasting conservation?

Yet against contagion or infection, if this process be a guard, it may be employed to an invaluable extent. How much would the horrid vaults under our churches be benefited by it! How readily may it be employed in preserving pet animals, as well as, generally, all specimens of natural studies and anatomical preparations!

An incision is made in the carotid artery, and two or three quarts of liquid injected, which speedily pervades the entire frame; and, even where putrescency is already manifest, converts the whole animal economy into a substance impervious to decay. Mr. Smith truly observes that he has been encouraged to impart the process

"From having witnessed, in numerous instances, the extreme distress occasioned to relations and friends by the early appearances of decay, and from his conviction that such distress will be greatly alleviated by means of the said discovery. He conceives, also, that where the place of sepulture may be situated at a distance, or where the members of a family may happen to be absent, it must be a source of great satisfaction to know that a process is ready for application, on the instant, and at a moderate expense, which will preserve the body for an unlimited period from incipient decay, without alteration in its appearance or the presence of the slightest effluvia—which arrests putrescency and the liability to cause contagion—which occupies but a short space of time in the performance, and is unattended with any distressing exposure or disfigurement of the person—which may, when desireable, be performed in the presence of the nearest friends of the deceased, without giving pain to the minds of the most delicate sensibility—and by the application of which the usual, but very revolting, mode of preserving the remains of the dead by embalming will be superseded."

The expense, we understand, is only a few pounds—five at the utmost; and the testimony of Mr. Smith, one of the first Undertakers in London, is sufficient to convince us of its applicability and value in many cases connected with the disposal of the dead. Were it only to preserve the bodies of strangers who die here till their relatives or friends could come up from distant places, it would be of important service. Without going farther into the matter at present, we hope our readers will agree in considering that it is a subject as particularly deserving of public consideration as any to which we could devote an equal space in our columns.

Lit. Gaz.

No doubt now exists in the public mind of the interesting state of the Queen. It is not officially announced in the Gazette, nor is it placarded on the streets—this would be unprecedented; but it forms the subject of a song, which is vocalised in all the streets and alleys of the towns in England, each verse ending—

"So listen to what I have got to say,
The Queen is in the family way."

Herald.

The China War.

The war that now our trade with China fetters,
Is nothing but a mere affair of letters!—
A question 't is of O—P—M and T;
The Chinese War-Commissioner is E,
And we are going to bombard them by C,
Because their notions and our own don't G,
And they won't let our Smuggling Clippers B.

Lit. Gaz.

Advertisements.

BRITISH HOTEL,
No. 87, Calle de la Paz,
SECOND STREET FROM THE MOLE.

JOHN JEFFERIES, respectfully informs his friends and the public, that he has opened the above-mentioned Hotel, and trusts that from his long experience in managing public and private entertainments, he shall receive that patronage which he will make every effort to merit. The BRITISH HOTEL contains furnished apartments at once spacious, airy, and possessed of every domestic comfort.—Dinners provided for large and small parties. Soups, steaks, chops, &c., on the shortest notice, and wines, spirits, &c., of the best quality.

This establishment, has the advantage of a lofty azotea, which commands a view of the Port and the River. s19 4t

NOTICE.

THE Persons who have taken from the Commercial Room 'Blackwood's Magazine' for July last and other numbers of that work, are requested to return them.

FOR SALE.

THE BRITISH PACKET Newspaper for 1830 and 1831 complete. Also various numbers of that paper from the years 1829 to 1839. Apply at No. 22, Calle de Cuyo. o3 3t

Wants a situation

A Person as Wet Nurse, either in town or country, enquire at No, 100, Calle de Balcarce.

SUPERIOR CHARCOAL.

FOR SALE, at No. 39, Calle de la Esmeralda, at 25 dollars the quartilla, taking two quartillas or upwards, and at 26 dollars retail.

ATKINSON,
TAILOR,
Calle de la Chacabuco, No. 102.

EMBRACES the present opportunity of returning his grateful acknowledgments to his friends and the public for the countenance he has already received since his arrival in Buenos Ayres, and trusts by an assiduous attention to business to give the utmost satisfaction to those who may honor him with their commands.

N. B. Orders for military and naval uniforms executed on the shortest notice. o24 3t

TO LET.

IN the Altos de Puerreydon, the corner of Calle de la Paz and Calle de la Piedad, 5 well furnished rooms. The situation is at once agreeable and convenient, commanding from the azotea of the premises an uninterrupted view of the River.

For particulars apply at said Altos.

MERCHANT VESSELS
In the Port of Buenos Ayres, on 22nd of October, 1840.

NONE.

FOREIGN VESSELS OF WAR.

FRENCH. Corvette Alcmene, 26 guns, Captain Lecointe, bearing the flag of Vice-Admiral Ange-René-Armand De Mackau.
Brig Cassard, 20 guns, Captain Jourdan.
Brig Dassas, 20 guns.
Brig Bolonnaise, 8 guns.
Brig Cygne, 22 guns.
Brig Courassier, 18 guns.
A man-of-war Steamer.

BRITISH. Ship Stag, 46 guns, Captain William Preston, bearing the broad pendant of Commodore Thomas Ball Sulivan, C. B.
Ship Curaçoa, 24 guns, Captain Jenkin Jones.
Brig Grecian, 16 guns, Captain William Smyth.
Brig Clio, 16 guns, Captain Stephen Grenville Fremantle.
Brig Camelion, 10 guns, George Martin Hunter, Lieut. Commanding.
Packet schooner Spider, 6 guns, Lieut. John O'Reilly, Commander.

AMERICAN. Corvette Decatur, 16 guns, Captain Henry W. Ogden, bearing the broad pendant of Commodore Charles Goodwin Ridgely.

BRAZILIAN. Brigantine Argos, 10 guns, Captain Manoel Francisco da Costa Pereira.
Barque Twentyninth August, 18 guns, Captain Antonio Felix Correa de Mello.

MARINE LIST.

Port of Buenos Ayres.

October 17.—Wind N.

No arrivals or sailings.

October 18.—Wind N. shifted to E. at mid-day Slight rain at night.

Arrived, a French man-of-war Steamer, from Toulon and Montevideo.

H. B. M's brig Camelion, 10 guns, George Martin Hunter, Lieut. Commanding, from Colonia.

October 19.—Wind E. strong.

No arrivals or sailings.

October 20.—Wind E. nearly a gale all day. Showery.

Arrived, French brig of war Cuirassier, 18 guns, from Montevideo.

October 21.—Wind E. Rain.

Arrived, a French man-of-war Steamer, from Toulon and Montevideo.

Sailed, a French man-of-war Steamer, for Montevideo.

October 22.—Wind E. strong.

No arrivals or sailings.

October 23.--Wind N. N. E. Rain in the morning.

No arrivals or sailings.

Shipping Memoranda.

ARRIVED AT MONTEVIDEO.

9th inst., Belgian barque Laonice, from Island Mayo 25th August, to Bunge, Hu z & Co.

" Swedish barque Prusiana Josefina, from Rio Janeiro 1st inst., to Brownell & Co.

" Spanish brig Andaluz, from Gibraltar 28th July, to Zumaran and Treserra.

10th, Brazilian brig San Pedro, from Bahia 21st ult, to Kemsley & Co.

" Brazilian brigantine Gertrude, from Parnagua 25th ult., to Alvarez.

" Brazilian brigantine Bonito Porto, from Rio Janeiro 3rd inst., to Costa.

" Spanish barque Sempreoniana, from Barcelona 10th August, to J. Nin.

11th, British brig James Carey, from Liverpool 5th August, to Briscoe, Steward & Co.

" Brazilian zumaca San Antonio, from Parnagua 28th ult., to J. Alvarez.

" Brazilian brigantine Saudade, from Rio Janeiro 2nd inst., to Costa.

" Brazilian brig Nuestra Senora de Ajuda, from Parnagua, to J. B. Soriano.

From the 'Rio Circular,' of 5th inst.

Señor Francisco Gé Acaiaba de Montezuma, deputy from Bahia to the General Legislative Assembly, has been appointed envoy extraordinary and minister plenipotentiary from Brazil to the court of Great Britain, and sailed for Falmouth in the packet Alert, on the 27th of September; it was stated in a paper decidedly ministerial, that he was also entrusted with important missions to other courts in Europe, but this has been officially contradicted.—It is understood that Mr. Montezuma is charged to contract a loan for the whole or part of the credit of 10,000 contos (£1,250,000) and we sincerely hope that he may accomplish this object upon reasonable terms, for we are no less persuaded that the resources of Brazil afford ample security of eventual repayment to the foreign lender, than that under the present circumstances of the country, the realisation of the credit here, even if practicable, would be diverting so much capital from the various ways in which it is now employed, prove greatly detrimental to our agriculture and commerce.—The treaty between Great Britain and Brazil will expire in November 1842, and this government has already given notice, as we stated in a previous number, that it would not be renewed; but the present government may have deemed it expedient to negotiate for a new treaty upon terms more favourable and equitable to Brazil, and Mr. Montezuma have to conduct such negotiation, in which case he will, we trust, insist upon as a starting point, and a condition *sine qua non*, that the produce of Brazil be admitted for consumption into Great Britain upon a greatly reduced scale of duties. It has been objected to the appointment of Mr. Montezuma that he is strongly tainted with the anglo-mania, but we are persuaded that he is too much of a Brazilian to suffer the predilections in favor of Great Britain, which he acquired during a residence in London some years ago, to operate against the interests of his country, and we hope that his present visit to that metropolis, in the responsible situation which he now fills, will only tend to confirm those predilections, and to convince him that he cannot render his country a greater service, than by drawing closer and closer the ties of friendship, and extending the commercial relations, between the empire of Brazil and that of Great Britain.

In the House of Commons on 22nd July, Lord Sandon, amongst other topics, complained of the protracted blockade of Buenos Ayres, and the injury it inflicted upon British Commerce, to which Lord Palmerston replied—

With regard to Buenos Ayres, it was true that our commerce and that of America had suffered inconvenience; for although the noble lord had said that America was not so patient, he (Lord Palmerston) differed from him. The United States had hitherto shown great patience. Although they abstained from precipitation or violence, their representations were not the less attended to on that account. It was true that they and we had suffered inconvenience from the blockade of the river Plate, but the noble lord was much mistaken if he supposed that the British government had not exerted itself to bring about an amicable arrangement between France and the government of Buenos Ayres. It was impossible for him (Lord Palmerston) to enter into all details. The noble lord said he did not know what had been done, and he assumed, because he did not know what had been done, that nothing had been done.—The noble lord might not attach much belief to his (Lord Palmerston's) assertion, but he had every reason to hope and believe, from the communications that had been made from the French government to that of Buenos Ayres, that the differences would be very shortly brought to a speedy termination. No efforts on the part of the British government should be neglected to effect this object; but when the noble lord asked how long England was to permit a great country like France to pursue its quarrel with Buenos Ayres, he thought the interrogatory must have escaped him in haste, and that it was one which he would not have used deliberately. It was true that the inconvenience to which we were exposed was peculiarly great, from the perishable nature of the commodities from Buenos Ayres, because even a short detention before their transmission must diminish their value. But the circumstance to which the noble lord adverted, of an American ship of war having protected two American merchantmen, related to only one particular question of the blockade. The Americans had, however, respected the blockade, although, like ourselves, they sustained inconvenience from it. With regard to Montevideo, there would be a more fitting occasion for discussing that question hereafter.

Accounts by way of Rio Janeiro, state that Vice-Admiral Sir Charles Adam, K. C. B., was to hoist his flag on board the Queen, 110 guns, as Commander-in-Chief of the British squadron in the Mediterranean, having for his Captain the Right Hon. Lord Edward Russell.

According to French papers which have arrived at Rio Janeiro, there has been a change in the British Ministry, the Duke of Wellington having been empowered to form a new administration, of which he was to be at the head. With regard to affairs between France and England, every thing looked pacific.

H. B. M's ship Rose, was about to leave Rio Janeiro, supposed for the River Plate.

The little cocked hat, worn by French naval officers of the present day, reminds one of those of a similar class worn by a portion of the British military, which the French were wont to caricature.

Mon Dieu! que petit bonnet—

was the exclamation of some French ladies on seeing the little English bonnet worn by the Duchess D'Angouleme, when she landed at Calais in the year 1814,—and

Dios mio! que sombrerito—

was the exclamation of some Buenos Ayrean ladies a few days since when looking at the little hat of a French officer.

The shops in this city were closed on the 20th inst., in consequence of its being the anniversary of the decease of the Lady of H. E. the Governor proprietary.

THE WEATHER has been changeable this week. The thermometer on Saturday last was at 78. On Sunday and Monday 72. On Tuesday 62. Since which it has ranged from 62 to 66, with frequent showers.

Several whale boats which had not been 'hauled up' were damaged during the high wind of Monday night last.

Married.

On the 28th ult., at the British Chapel, Rio de Janeiro, by the Rev. E. S. Phelps, Chaplain of H. M's ship Stag; Lieut. ALBERT HESELTINE, R. N., Lieut. of H. M's ship Stag, to GEORGINA GERALDINE MARGARET, only daughter of Lieut. John O'Reilly, R. N., Commander of H. B. M's packet Spider.

Died.

On 18th inst., aged 41, Mr. ROBERT ALEXANDER PORTIS, a native of Liverpool.

Advertisements.

WANTED.

AS Servants, a middle aged English woman and daughter; the former to iron and the latter to take care of children. Apply at No. 111, Calle de Venezuela, the residence of the Brazilian Minister.

PRICES CURRENT.

Doubloons, Spanish.......				dollars each (no price.)
Do. Patriot.......				do. do. (no price.)
Plata macuquina........				do. for one (no price.)
Dollars, Spanish				do. each. (no price.)
Do Patriot and Patacones..				do. do. (no price.)
Six per cent Stock... ...	65	a		do. per ct.
Bank Shares.........	*none*			
Exchange on England...	$1\frac{7}{8}$	a	2	penceperdol
Do. Rio Janeiro..		a		nominal.
Do. Montevideo..	26	a	27	per patacon
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Hides, Ox, for Eng. & Ger.	53	a	55	dls.p.pesada
Do. for France....	48	a	50	do.
Do. for N.America..	45	a	47	do.
Do. for Spain......	50	a	52	do.
Do. salted	40	a	45	do.
Do. Horse	18	a	20	do.each.
Calf skins.......	38	a	40	
Sheep skins, common.....	22	a	23	per dozen
Do. fine.........	26	a	27	do
Deer skins...............	18	a	20	do.
Goat skins...............	30	a	35	do.
Nutria Skins........ ...	$5\frac{1}{2}$	a	6	do. perlb.
Chinchilli Skins........	90	a	100	do.perdozen
Horse hair, short.........	40	a	45	per arroba.
Do. mixed.........	45	a	48	do.
Do. long.....	90	a	95	do.
Wool, common, washed...	15	a	18	do.
Do. picked.............	30	a	32	do.
Do. shorn from skins....	38	a	40	do.
Do. mestiza, dirty... ..	15	a	25	do.
Tallow, pu e....	25	a	27	do.
Do. with grease.......	23	a	24	do.
Jerked Beef.	30	a	35	per quintal
Horns, mixed....	250	a	350	per mil.
Do. Ox....	500	a	600	do.
Salt, on board...........		a	*none*	per fan
Discount	1	a	$1\frac{1}{2}$	pr.ct.pr.month

The highest price of Doubloons during the week dollars. The lowest price dollars. *no transactions.*

The highest rate of Exchange upon England during the week 2 pence. The lowest ditto $1\frac{27}{32}$ pence.

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